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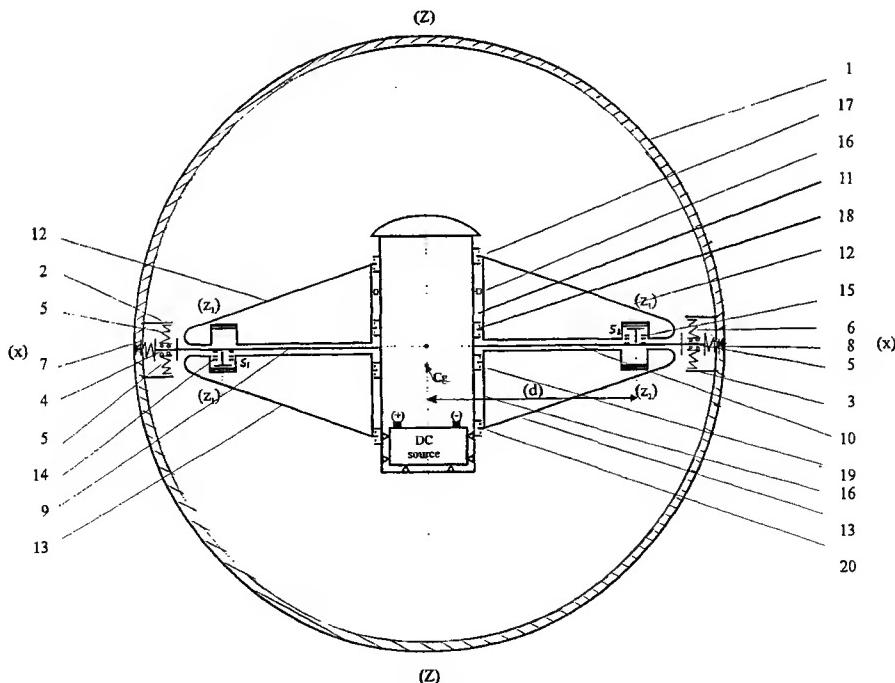
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(54) Title: THE PROCEEDING OF BUILDING, WORKING AND SHIFTING OF A UNIVERSAL MEANS OF TRANSPORTATION



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(57) Abstract: The procedure on which the building and movement of a universal transport means is based, by improving the base invention in the Invention Patent Application no.A/00166 of 15.02.2000 is characterized by the fact that it refers to a Method of Building and Movement of a Universal Transport Means, capable of moving under any climatic conditions and of being used to carry passengers and goods on difficult terrain, in water, in the atmosphere or in space or as encapsulated space probes, to move on the difficult and unpredictable terrain of other celestial bodies so that the environments in which the vehicle can move and the areas of application become wider, a Universal Transport Means as per this Improvement Invention consists of four constructively and functionally interdependent main parts as shown in the kinematics and constructive schematic of Figure (1).



For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

THE PROCEEDING OF BUILDING, WORKING AND SHIFTING OF AN UNIVERSAL MEANS OF TRANSPORTATION.

The present invention refers to a procedure of construction, operation and displacement of a universal means of transportation, which is able to displace on an uneven land, either over or under water, in the atmosphere or in cosmos; this is an Invention for the Improvement of the Invention subject of the Application for Patent no. A00166 of February 15, 2000, having the field of implementation both for the ultra-rapid transportation of persons and goods, and for the exploration of certain celestial bodies, such as capsulated spatial sounders, with the possibility of serial manufacturing of the same.

Consequently, the Invention regarding the Procedure of construction, operation and displacement of flying saucers in the atmosphere and in cosmos has the disadvantage that the implementation field is limited only to the ultra-rapid shipment of persons and goods through the earth atmosphere and in cosmos, which disadvantages are eliminated by means of this invention, due to the fact that the environments in which the displacement can be effected, and the utilization fields, respectively, become much more extended.

At the same time, for the understanding and comparison of this invention with the one that was previously realized, we shall refer to an extremely ancient stage of the technique, according to several very old and well-preserved documents, the translation of which has finally been achieved, which included mentions regarding flying equipment that had been characterized, among other things, as being indestructible.

This mention also appears in the Bibliography (1) on page 182 (photocopy is attached hereto) which, among other remarkable characteristics of this sort of flying devices, also mentions one-exceptional and apparently incredible- namely the secret of the construction of the flying devices that cannot be broken, smashed, set fire to or destroyed.

Although the above may seem at least ridiculous, leading one to most likely think of an erroneous translation of the ancient texts, however, according to this Invention, we may affirm with anticipation that the ancient texts have been translated with a very high degree of precision and that really the performances – exceptional as they may be- in conformity with the ancient texts, can also be practically achieved in our days, almost entirely, by means of this improvement invention.

Furthermore, according to the Bibliography (1) page no. 256 (photocopy is attached hereto) one may observe that even in our days, objects with similar characteristics and of very small dimensions have been “touched” by our contemporaries, who are most likely still alive, the notice published reading as follows:

The mysterious steel sphere discovered last days ... continues to intrigue the specialists who examine it. It weighs 10 kg, has a diameter of 20 cm and displays an odd behavior: when moved from its place, it displaces until a certain point, returns to the starting point and then goes in another direction, comes back to the initial point and so on and so forth, approximately twelve times. The experts of the “omega minus one” marine research laboratory of Baton Ronge- USA, who examined the object for six hours, found that it issues radio waves and is surrounded by a magnetic field. After performing an X-ray of the sphere, the American researchers stated that they were not in a position to establish the origin of the mysterious object. ...

In Florida two stainless steel balls have been found as of yet, and the appearance of the same could not be explained by five famous professors. Two weeks before, a lady of the Fort George Island found such a shining object in the garden in front of her house. It weighed 10 kg, it was a little bigger than a football and hollow on the inside, but the woman notified the marine: "The ball bounces back and forth, as though moved by a mysterious power". A man of Jacksonville has now found a similar ball that walked. The Marines arrived, studied the ball and concluded that the balls are just mere balls...

By the finding of the mysterious steel balls of Florida, it was acknowledged that, six years before, in Bratislava in the ex- Czechoslovakia, three similar balls fell from the sky. The experts from the Metallurgy Institute of Bratislava studied the ball and accurately concluded: the world does not know a steel type with such a degree of hardness, "this metal cannot be scratched even with a diamond".

These descriptions of our days, as we may establish, are identical with the ancient texts' descriptions according to the translation made by the science priests.

The technical issues raised by the Improvement Invention are characterized by the fact that said invention removes the disadvantages of the Basic Invention, it increases the performances and also broadens the application field, by making possible the fabrication of flying devices of a spherical form, with a variable geometry, of a new type, capable to displace in several environments and at various working regimes.

The main element of novelty is characterized by the fact that one may achieve sphere-shaped universal means of transportation for ultra – rapid transportation of persons and goods, capable to displace both on soil, by rolling on very uneven lands and either over or under water, in the atmosphere, in cosmos or as capsulated spatial sounders in view of exploring of certain celestial bodies located in the solar system; the spherical cover thereof has, on the inside, a flying saucer with a propulsion system that is identical to that of the Basic Invention or with an electric propulsion system, original new type; the flying saucer inside the casing is propped up against two external points on an axis (x-x) by means of two bearings, on the spherical casing cover which crosses its center; the casing may be either capsulated, in the case of electrical propulsion, or non – capsulated (spherical grate, in the case that an exchange of excess gas with the exterior takes place. Said displacement on the soil is realized both due to the internal flying saucer propulsion and to the fact that the center of gravity (Cg) of the flying saucer inside the spherical casing is located under the rolling axis (x- x); the spherical cover (casing) may also be elastic, in order to cushion the shocks produced by the uneven land or the impact with some hard obstacles or the external shape modification by means of the compression of the poles on the (z- z) axis [for a more aerodynamic shape].

The main advantages of this Improvement Invention are as follows:

- easy displacement by rolling on any kind of uneven land with the facility of slow climbing or descent of a vertical and uneven surface;
- the possibility of annulment of the gravitational attraction's influence over the whole spherical object;
- the possibility of using the propulsion system described in the basic Invention, with the use of a spherical, either rigid or elastic, external cover, made of an elastic metal lattice for absorbing the uneven land shocks, or the use, depending on the purposes, of an

- airtight capsulated spherical casing, in the case of electrical propulsion (in immersion or in cosmos);
- the possibility of the displacement over and under water, in the atmosphere and in cosmos;
- the possibility of change of the external cover shape for acquiring better aerodynamic shapes, blackout or deliberate confusion;
- the possibility of use, as small size spatial sounders, either radio-controlled or programmed for an easy exploration of other celestial bodies, at low costs and with maximum of efficiency;
- the possibility of construction of terrestrial means of transportation, able to surpass the classical means of transportation in point of simplicity, security in displacement, high utile loads, **construction without wheels or tracks**, without **the necessity of road planning**, without **destroying the soil in its way** (if necessary, on marshy soils, it **may easily take off from the ground**);
- **It opens new perspectives to Romanian research in the application of very advanced technologies, the activation of some available production areas that are either disaffected or in a conservation stage, and the employment of the qualified personnel that had previously been dismissed.**

We shall herein below give an example of achievement of the Invention, connected also to figure 1, which represents the cinematic and constructive sketch, as well as an example regarding the manner of displacement on uneven land, an example regarding the working manner on the water or other liquid surface and an example regarding the working manner in the atmosphere or in cosmos, as follows:

An universal means of transport, according to this Improvement Invention, is formed of four main parts, that are functionally and constructively interdependent, as follows:

The spherical external cover (1) that is made up either of metal, in the case of an universal means of transportation used mainly as a spatial sounder, or of metallic net (lattice), when used for displacement by bearing on various relief forms. On a symmetry axis (x-x) on the horizontal plan, one welds inside the spherical casing (1), the casings (2), that are diametrically opposed, then on the right side (3) and on the left side of some elastic bearings (4) and (5), respectively, having provided in-between themselves and the respective casings, the springs (6) for the attenuation of eventual shocks.

On the bearings (4) and (5), respectively, two supporting arms (9) are propped up on the left and (10), respectively, on the right side, both of them actually supporting the rest of the three functional assemblies.

Central-median fixed assembly, is formed by the command cabin casing (11) on which there are welded, at diametrically opposed corners, the sustaining arm (9) on the left side, which on the lower extremity has an iron core coiling (14) [solenoid double core], respectively at the right side sustaining arm (10), also having provided the iron core coiling (15) [a double core solenoid with the same size].

On the lower extremity of the command cabin the electric power sources, connection and power cables, control cables, board computers are fixed and a utile area for passengers and goods is available.

Superior rotating discoid ensemble, formed by interpenetrated circular rim segments, but with a radial degree of freedom, that jointly form the superior platform (12) similar in point of construction with the superior platform (12) of the basic Invention, the difference being in that the blades of the unique centrifugal compressor, the two combustion rooms diametrically opposed as well as the turbine blades, may be substituted by the action and rotation of the rotating platforms on the basis of electric power, thus eliminating an exchange of gas with the environment, the entailment in the rotation movement consequently being carried out by the linear- radial continuous current electric motors [double core solenoids (14) and (15), respectively], fixed at the extremities of the two sustaining arms (9) and (10), respectively, and the coils of the mobile rotors, practiced in the sectors of the rotating circular rim, each of which motors, according to the principle of the action and reaction of the forces, will generate both a rotation of the superior and the inferior ensemble, in opposite directions, and the realization due to the reaction of the two diametrically opposed parallel and equal forces of traction generated by propulsion, thus tending to draw the fixed arms (9) and (10), respectively, forward and, at the same time, to keep the entire fixed ensemble together with the command cabin and spherical casing (1) in balance (it shall not rotate).

The volume discoid sectors, depending upon the propulsion system used, may store either reserves of oxygen and fuel, in which case the external spherical casing (1) should be made of a spherical lattice that may be elastic in view of muffling the shocks, or compact metallic or elastic metallic, in order to become more aerodynamic, flat on command, by means of drawing devices to inside on the (z- z) axis, when the volume rotating sectors may store additional sources of power for the electric propulsion (nuclear electric piles); the connections in the command cabin may be made through collecting brushes (16), the superior rotating platform being propped up on the command cabin casing (11) by the bearings (17) and (18).

The lower rotational discoid ensemble is formed by the rotating discoid platform (13) similar in point of construction with the superior platform (12) but with an opposite direction of rotation, the volume segments of circular rim being interpenetrated, and also having a radial degree of liberty in order to generate, during the rotation, centrifugal forces, diametrically opposed to one other and equal, either activated or inactivated on command by the hydraulic amplifiers of power and force, in view of the reduction of the gravity influence in conformity with the description of the Basic Invention, the internal rotating platform (13) being propped up to the casing of command cabin (11) through the bearings (19) and (20). The simultaneous feeding with electric power of continuous current of the two coils fixed at the extremities of the two arms, diametrically opposed and welded on the casing of the command cabin (11) shall result in both the rotation in opposed directions of both superior and lower rotating ensembles, with the ordered generating of centrifugal forces by the volume sectors of circular rim, out of which they are formed by interpenetrating, and the appearance of two horizontal forces of traction due to the reaction of the forces that cause the casing of the external sphere (1) to roll forward, the steadiness of the platforms on the horizontal being secured both due to the gyroscopic effect generated by the rotations of rotating platforms and to the fact that the gravity center (Cg) of the functional ensemble as a whole, shall be located under the horizontal (x- x) axis.

At the same time, the progressive increase of rotations in contrary senses of all volume segments of circular rim shall result in the progressive and controlled elimination, the annulment of the gravitational attraction's influence on the entire functional assembly which may, in case of necessity, easily take off the ground and fly, or, due to the two forces of traction diametrically opposed and going in the same direction, it may cause the rolling of the spherical casing (1) by said forces that press on the elastic bearings (4) respectively (5). Depending upon the remote-controlled orders regarding the voltage and amperage values of the two electric propulsions which, in the event of a change of the polarities by means of inverter relays, may be achieved upon the displacement in the atmosphere and in cosmos simultaneously and the displacement of the entire functional ensemble in a zigzag, due to the fact that the electric motors, by virtue of their double coiling on iron core, the middle core being apt for vertical movement, with a possibility to achieve contact with the volume segments of circular rim (plated with friction materials), may in turns behave as electrical and mechanical brakes, changing instantaneously the instantaneous rotation axis of the discoid rotating ensembles on the ($z - z$) axis, on another rotational axis, instantaneous parallel ($z_1 - z_1$), that passes through the centers of windings left and right, respectively, thus tangentially and successively throwing the entire functional ensemble forward, such behavior being similar and equivalent with the case of the successive coupling of the coupling shoes (S_1) and (S_2), according to the description under the basic Invention, therefore increasing all the performances of this universal means of transportation of a spherical shape and with variable geometry.

Example regarding the manner of displacement on uneven land, inclusive of land located on other celestial bodies

The procedure, according to the Improvement Invention, allows the displacement by rolling on an uneven land due to the following reasons:

The two traction forces diametrically opposed, parallel, equal and going in the same direction [obtained both in the case of working in an open system through the external spherical casing (1), that can be made of metallic lattices (arc steel) which allow the communication with the external environment and, respectively, allow the change of gas with the exterior, as a thermodynamic cycle through open combustion rooms (combustion at constant pressure) or closed, as missile engines, according to the procedure of the basic Invention – and also of two semi-spherical casings that can jointly form, by a dismountable assembly on thread or screws, or undismountable by welding, in the case of radio-controlled or programmed sounders, built of stainless steel, of the constant spherical casing (1)], shall cause the rolling of the spherical casing (1) and, respectively, an on-ground shifting of the entire ensemble on a perpendicular trajectory on the symmetry horizontal axis ($x - x$), which passes through the center of elastic bearings (4) and (5), respectively, which are also intended to attenuate eventual shocks, by means of the springs which act symmetrically, being pre-tensioned assembled in view of maintaining the bearings on the symmetry axis ($x - x$).

The displacement to the left or to the right comparative with the trajectory can be achieved by the controlled dosage of the two forces of traction, diametrically opposed, equal and going in the same direction, generated by the propulsion system or, depending upon necessities, by the control of dosage of one force only, knowing that any difference of value

between the same will result in a change of trajectory and a return of course to 180 degrees will result in a braking of external casing rolling (1), which behavior would be similar to that of the spherical balls discovered in our time in Florida.

At the appearance of a major obstacle, which may impede upon the somersault on the initial trajectory the spherical means of transportation may to roll either by maneuvers of left-right avoidance, or by increase of the propulsion system power that shall concomitantly result both in a pressure on the obstacle in front of it, with the effect of improvement of the adherence and of the friction force, respectively, e.g. with a vertical surface in forepart, and due to increase of rotations of both rotating platforms, and, respectively, of the increase of centrifugal forces generated by the volume discoid platforms (12) and (13), respectively, a progressive reduction of the gravity influence, determining the somersault with facility and climbing on the vertical side of the obstacle until the surpassing thereof, the descent from the top of the obstacle being achievable by the commanded rotation of the spherical casing (1) to 180 degrees, the propulsion acting like a brake that will result in a slow and controlled somersault of the spherical casing (1) on any surface, regardless of the respective relief surface.

Example regarding the manner of displacement on water or other liquid surface

The displacement on the surface of water or other liquid can be achieved by two methods, namely:

'The first possibility', when one follows the special design, the displacement through this environment may be carried out by manufacturing the external spherical casing (1) of two semi-spheres assembled so as to face each other, respectively a superior half of sphere confectioned by a semi-spherical lattice and a lower semi-sphere made airtight, out of steel plate.

Thus, the displacement on horizontal plan can be realized by the simultaneous ordered blocking of the bearings (4) and (5), respectively, and activating the propulsion systems, so the two forces of propulsion, parallel, equal and going in the same direction, will result in a displacement in the liquid environment on horizontal plan, concomitantly with the reduction of the friction, therefore a reduction of the fuel consume; practically, the spherical external casing (1) would be able to float if it is needed on the wave crest.

'The second possibility' of displacement in a liquid environment can be carried out by the somersault of the spherical external casing (1) on a liquid surface, the procedure being similar with the displacement on an uneven land but with the welding of several blades on the outside surface of the spherical external casing (1) which would result in the somersault in a liquid environment; the connection with the environment would be achievable through orifices of input-output practiced in the external casing (1) around the casings of the elastic bearings (2) and (3), respectively, and of windows of transparent material.

Example regarding the manner of displacement in the atmosphere or in cosmos

The procedure is similar to the procedure set forth under the Basic Invention, with the following particularities:

- the external spherical casing may be built either airtight (capsulated) or made out of metallic lattice in case of utilization of propulsion systems according to the Basic Invention;

- In case of utilization of an electric power source of continuous current for propulsion, one may simultaneously use the inertial displacement system in zigzag by alternately inverting, successively and temporary, the polarity at the feeding of a coil (solenoid) which, by means of its mobile core that is pushed electromagnetically to the outside, this being apt of also working as brake shoe, since it may be plated with friction materials, thus reaching a momentary coupling of the rotational discoid platform with the extremity of the fixed support bars, therefore a commanded momentary change of the instantaneous relative center of rotation, from the symmetry (z-z) axis on a symmetry axis, vertical too and parallel ($z_1 - z_1$), thus throwing tangentially to forward the whole functional assembly, so by successive maneuvers is obtained a **displacement inertial in zigzag, with a progressive and unlimited increase of the displacement speed that may exceed the speed of light**, and in the event of certain universal means of transportation of small dimensions, these can start from site through this procedure of simultaneous propulsion, at very high speed, the speed being uniformly and unlimitedly ascendant, thus increasing all of the flying performances, giving way to cover extremely large distances between two celestial bodies within relatively short periods of time.
- For the reduction of the friction at the displacement in atmosphere, the sustaining arms (9) and (10), respectively, may be telescopic, and the external metallic casing (1) may be elastic, thus being modifiable as external shape by drawing into the inside area on the symmetry (z-z) axis by mechanical or electrical devices, therefore achieving a more aerodynamic shape.
- The braking is also achieved by means of the overall flight rotation of the whole ensemble to 180 degrees around the symmetry axis (z-z) by unbalancing the size of both traction forces generated by the propulsion system, this being able to work on the flight as braking systems on the respective trajectory
- At the displacement in cosmos, the procedure is identical with the displacement in the atmosphere, with the particularity that in the case that the external spherical casing (1) is a metallic lattice (open) the propulsion can be identical with that of the basic invention, respectively in the sectors of circular rim which form the two platforms (12) and (13), respectively, may store fuel and oxygen necessary for combustion, and in case of electrical power propulsion, the external spherical casing (1) may be capsulated airtight and in the sectors of circular rim which form by interpenetrating the two rotating discoid platforms it may install nuclear sources of producing electrical power necessary to the close circuit propulsion, which power may be transferred through the fixed and non-rotating command cabin by means of the collecting brushes (16).

CLAIMS

1. The procedure on which the building and movement of a universal transport means is based, by improving the base invention in the Invention Patent Application no. A/00166 of 15.02.2000 is characterized by the fact that it refers to a Method of Building and Movement of a Universal Transport Means, capable of moving under any climatic conditions and of being used to carry passengers and goods on difficult terrain, in water, in the atmosphere or in space or as encapsulated space probes, to move on the difficult and unpredictable terrain of other celestial bodies so that the environments in which the vehicle can move and the areas of application become wider, a Universal Transport Means as per this Improvement Invention consists of four constructively and functionally interdependent main parts as shown in the kinematics and constructive schematic of Figure (1), as follows: outer spherical shell (1), built either of metal, for a universal transport means used as space probe, or of metallic net (grid) when used to travel across different terrains, on a horizontal plane symmetry axis (x-x), the following are welded on the interior of the spherical shell (1): the cases (2) on the left (3) and right (4) respectively two elastic bearings (5) having between them and the cases the springs (5) and (6) to attenuate any vertical shocks and the springs (7) and (8) to attenuate any horizontal shocks, on the bearings (4) and (5) leaning on two supporting arms each (9) on the left (10) and on the right, both arms supporting in fact the remaining three functional assemblies, that is the fixed central assembly – in the middle consisting of the cockpit body (11), having welded on it the left supporting arm (9), having on its lower end the iron core coil (14) [double core solenoid] and the right supporting arm (1) with the iron core coil (15) [also a double core solenoid of the same size] and on the lower side of the cockpit the power sources, connection and strength wirings, control wirings, computers and the useful area for the transport of goods and passengers, the upper rotating assembly, consisting of volume segments of circular rim, overlapped but with a radial degree of freedom, forming the upper rotating platform (12), similar in construction with the upper platform (12) of the Base Invention, as per reference (1) of the Patent Application no. A/00166, with the difference that the blades of the centrifugal compressor, the diametrically opposed combustion chambers and the turbine blades can be replaced by the electrical drive of the rotating platforms, thus eliminating an exchange of gas with the environment, achieving rotation movement with the linear-radial electric DC motors [double core solenoids (14) and (15)] attached to the extremities of the two supporting arms, motors that will each

generate – according to the principle of action and reaction of forces – both a rotation of the upper and lower assembly in opposite directions and, due to reaction, of two diametrically opposed, parallel, equal and of the same orientation horizontal forces, tending to pull the fixed arms (9) and (10) forwards and to maintain the entire fixed assembly together with the cockpit and spherical body (1) in equilibrium (not rotating) and in the volume sectors of the disc, depending on the propulsion used, one can store either reserves of liquid oxygen and hydrogen – in this case the outer shell can be a spherical grid and can even have a certain degree of elasticity (like a football) or compact metallic, when the rotating volume sectors can be used to store additional power sources (in the future even nuclear reactors) the connections with the cockpit can be done with collector brushes (16) and the upper rotating platform is supported on the cockpit body through bearings (17) and (18) and the lower rotating assembly, consisting of the rotating disc platform (13), similar in construction with the upper platform (12) but rotating in the opposite direction, overlapped volume segments of circular rim also having a radial degree of freedom to generate in rotation diametrically opposed and equal forces, activated or deactivated as needed through the hydraulic amplifiers of force and energy as described in the Base Invention, and the lower rotating platform makes contact with the cockpit body (11) through the bearings (19) and (20).

2. The procedure, as per claim (1), is characterized by the fact that upon feeding direct current at the same time to the two fixed coils at the end of the two fixed arms, diametrically opposed and welded to the cockpit body, it will cause the upper and lower rotating assemblies to rotate in opposite directions, having the overlapped volume sectors of circular rim generate centrifugal forces as needed and causing horizontal traction forces to appear due to the reaction of forces, causing the outer sphere shell (1) to roll forwards, while the stability of the horizontal planes is ensured both due to the gyroscopic effect generated by the rotation of the rotating platforms and by the fact that the weight center (C_g) of the entire assembly will always be located under the horizontal symmetry axis (x-x), so that increasing the opposite direction rotations of all the volume segments of circular rim will cause the gradual and controlled elimination if the influence of gravitational attraction on the entire functional assembly, enabling it to easily take off and fly or it may cause, due to the two diametrically opposed traction forces with the same orientation, the spherical shell (1) to roll by the two traction forces acting on the elastic bearings (4) and (5).

3. The procedure, as per claims (1) and (2), is also characterized by the fact that, depending on the remote control commands for the voltage and current values of the two electric propulsion units, which in case of changing polarity by inverter relays it can be used to travel through the atmosphere or through space, and simultaneously for the inertial zigzag travel, because the electric engines, due to the double iron core coils (the central core can travel vertically, having contact with the volume segments of circular rim, plated with friction material) can also act as

brakes, successively throwing forwards the entire functional assembly, behavior similar with the case of the successive coupling of the coupling shoes (S1) and (S2) as described in the Base Invention, thus increasing by this method of construction functioning and movement all the performances of this universal transport means.

4. The procedure, as per claims (1), (2) and (3) is also characterized by the fact that it allows travel over very difficult terrain, because the two diametrically opposed and equal traction forces [obtained both in case of functioning as an open system through the spherical outer shell (1) that can be built as an open system by building the spherical outer shell (1) of a metallic grid allowing it to communicate with the environment and allowing a thermal cycle through open combustion chambers, at a constant pressure according to the procedure in the Base Invention and of the hemispherical cases united with a non-permanent assembly with thread or screws (such as for two flanges) or permanent by welding in case of disposable space probes built of stainless steel, of the compact spherical shell (1)] will cause the spherical shell (1) to roll, and the assembly to travel on a direction perpendicular on the (x-x) symmetry axis parallel with the horizontal plane of the ground and passing through the center of the elastic bearings (4) and (5), also having the role of attenuating shocks through the springs acting symmetrically, mounted pre-tensed in order to keep the bearings on the (x-x) symmetry axis, traveling left and right can be done by adjusting the two diametrically opposed and equal forces of the same orientation or depending on the necessities by adjusting one force, knowing that any difference between the two will cause a shift of the trajectory and a 180 (turn will cause the rolling of the spherical outer shell (1) to be decelerated. [behavior similar to that of the spherical balls discovered in Florida, as shown in the Bibliography (1), page 256], so that when a major obstacle preventing movement along the initial path, the spherical shell may continue to roll either by left-right maneuvers to avoid the obstacle or by increasing power in the propulsion system, causing at the same time a push on the obstacle, increasing adherence and friction to that vertical surface and, due to the increase in the rotation rate of the two rotating platforms, an increase of the centrifugal forces generated by the volume sectors forming by overlapping the rotating disc platforms (12) and (13), thus progressively reducing the influence of the gravitational field, allowing it to easily roll and climb on the vertical surface of that obstacle until it is overcome, and the descent can be done by the controlled rotation of the spherical shell (1) at 180 (, and the propulsion will act as a brake causing a slow and controlled rolling of the spherical shell (1) on any surface regardless of the amount of slope for the descent of that surface.

5. The procedure, as per claims (1), (2), (3) and (4) is also characterized by the fact that it describes the method of movement on the surface of water or another liquid, so that travel across water or another liquid can be done by two possibilities, that is the first possibility, with special design for traveling through this environment by building the spherical outer shell (1) of two hemispheres mounted facing each

other, that is an upper hemisphere made of a hemispheric grid and a watertight lower hemisphere made of steel sheet. Horizontal travel can be done by simultaneously blocking bearings (4) and (5) and activating the propulsion systems, either electric or as per the Base Invention, the two traction forces causing a horizontal movement in the liquid environment and a controlled reduction of the influence of the gravitational field upon the entire assembly, causing a lift of the spherical outer shell (1) and a controlled decrease of the contact area with the liquid environment and a reduction of friction and fuel consumption, practically the spherical outer shell can float on the top of the waves, and a second possibility of movement across a liquid environment is by rolling the spherical outer shell (1) on the surface of the liquid, similar with the procedure of travel across difficult terrain, but with welding blades on the exterior of the outer spherical shell (1) causing rolling in a liquid environment, and the connection with the environment can be done by holes around the cases of the elastic bearings (2) and (3) and transparent material windows.

6. The procedure, as per claims (1), (2), (3), (4) and (5) is also characterized that it describes the method of travel in the atmosphere or in space, a similar method with that in the Base Invention, with the particularity that the spherical outer shell can be built airtight (capsule) or of a metallic grid, in the case of using propulsion systems as per the base invention and in case of using direct current power sources for propulsion it can also use at the same time the zigzag inertial travel system by the successive and temporary inversion of the polarity in the power supply of a coil (solenoid) which, through the mobile inner core pushed electro-magnetically outwards becomes a brake shoe because it can be plated with friction materials, causing a temporary coupling of the rotating disc platform with the end of the fixed supporting arm, thus a controlled temporary change of the instantaneous relative rotation center from the (z-z) symmetry axis to the vertical and parallel symmetry axis (z1-z1), thus tangentially throwing forwards the entire functional assembly, allowing it to achieve a zigzag inertial movement by successive maneuvers, and in case of small universal transport means, they can start by this simultaneous propulsion system at a great speed, increasing all flight performances and braking by rotating the entire assembly at 180° around the (z-z) vertical symmetry axis by de-balancing the values of the two traction forces, parallel and with the same horizontal plane direction, and for travel through space the method is identical to that for traveling through the atmosphere, with the particularity that in case the spherical outer shell is made of metallic grid (open) the propulsion can be identical with the one of the base invention, that is the circular rim sectors making up the two rotating platforms (12) and (13) can be used to store fuel and oxygen for combustion and in case of electric propulsion the spherical outer shell can be sealed airtight and the circular rim sectors making up by overlapping the two rotating disc platforms can be used to install in the future nuclear systems to generate electricity from nuclear energy, with closed circuit – energy that can be transferred to the fixed, non-rotating cockpit through collector brushes (16).

7. The procedure, as per claims (1), (2), (3), (4), (5) and (6) is also characterized by the fact that it demonstrates from the technical and functional point of view that this improvement invention (of the Base Invention as per Invention Patent Application no. A/00166 of 15 Feb 2000) describes in fact almost precisely the similar technical and functional building, movement and functioning process of extraterrestrial origin probes found by persons from both America and Europe (former S. R. Czechoslovakia) [according to Bibliography (1), page 256] and with features and performances similar to those of flying objects described by the translation of ancient writings, according to Bibliography (1) page 182, with the mention that, as we will show, it is not the only one.

CINEMATIC SCHEME
vertical section in plan

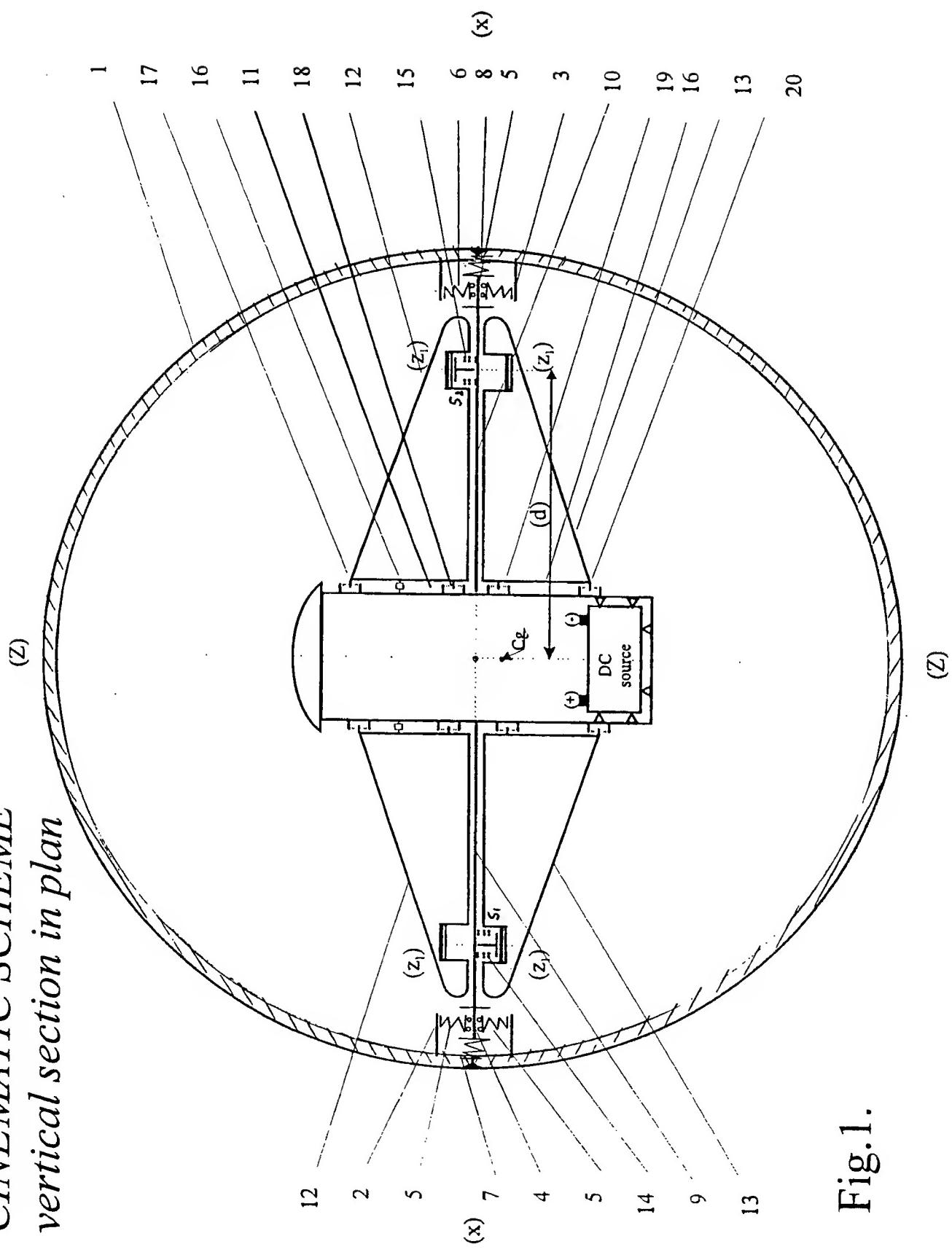


Fig.1.